



The Hickford Construction Ltd
MG Metro Cup

The Only Racing Championship Dedicated to the Metro



DRIVEN BY RACING

<u>Date</u>	<u>Version</u>	<u>Purpose</u>
25/01/2024	V01	For Submission to Motorsport UK
09/03/2024	V02	<p>PUBLISHED COPY</p> <p><u>Emma Cross</u> <small>Emma Cross (Mar 11, 2024 21:13 GMT)</small></p> <p>Signed by The Hickford Construction Ltd MG Metro Cup Coordinator on 11-Mar-2024.</p>

**SPORTING
&
TECHNICAL REGULATIONS**

2024 – The Hickford Construction Ltd

MG Metro Cup

in Association with the

British Racing & Sports Car Club

Additions are identified by underlining & red text and using a vertical rule in the margin.
Omissions are identified by ~~underlining & strike out~~ and using a vertical rule in the margin

Where the references and wording below is not being used, as defined, the regulation reference remains and is referenced "(deleted)". The number references remain unchanged.

1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The Hickford Construction Ltd MG Metro Cup is organised and administered by the British Racing & Sports Car Club (BRSCC), in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. CH2024/R064

Race Status: Race Inter Club

Motorsport UK Championship Grade: Category C

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D 11.2] at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by Championship Bulletin to the Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 OFFICIALS:

1.2.1 Co-ordinator: Emma Cross

1.2.1.1 Championship Clerk of the Course: Luke Souch (*or his nominated deputy*)

1.2.2 Licensed Eligibility Scrutineer: Steve Prior

1.2.3 Championship Stewards: Trevor Parry; David Evans; Stephen Williams; Paul Belcher

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

Championship Stewards

(G)2.7. Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G)2.7.1. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

(W) 2.2.1. The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be fully paid up valid membership card holding members of the BRSCC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the BRSCC and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) Race Club (UK Only) status Licence, as a minimum, or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2 and FIA ISC Article 2.3.7b applies).
- (d) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from the school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3. Deleted

1.3.3.1 Deleted

1.3.4 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 REGISTRATION:

1.4.1 All competitors must register for the championship by returning the Registration Form *with the Registration Fee* to the Organisers prior to the Final Closing date for the first round being entered.

Registrations will close on upon closing of entries for the final event.

1.4.2 The Registration Fee is £0.00 - Made payable to: BRSCC.

1.4.3. Registration numbers will be the permanent Competition numbers for the Championship.

1.5 CHAMPIONSHIP EVENTS:

The Championship will be contested over 6 Events as follows:

<u>Rounds:</u>	<u>Date:</u>	<u>Circuit:</u>	<u>Organising Club/Centre</u>
<u>1 & 2</u>	<u>13-14/04/2024</u>	<u>Brands Hatch Indy</u>	<u>BRSCC</u>
<u>3 & 4</u>	<u>19/05/2024</u>	<u>Snetterton 300</u>	<u>BRSCC</u>
<u>5 & 6</u>	<u>22/06/2024</u>	<u>Donington Park GP</u>	<u>BRSCC</u>
<u>7 & 8</u>	<u>13/07/2024</u>	<u>Oulton Park International</u>	<u>BRSCC</u>
<u>9 & 10</u>	<u>10-11/08/2024</u>	<u>Cadwell Park</u>	<u>BRSCC</u>
<u>11 & 12</u>	<u>28-29/09/2024</u>	<u>Silverstone National</u>	<u>BRSCC</u>

1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:-

1 st	20 points	2 nd	17 points	3 rd	15 points	4 th	13 points
5 th	12 points	6 th	11 points	7 th	10 points	8 th	9 points
9 th	8 points	10 th	7 points	11 th	6 points	12 th	5 points
13 th	4 points	14 th	3 points	15 th	2 points	16 th	1 point

One additional point will be awarded to each Competitor setting or equalling the race fastest lap, where the race is timed. One additional point will be awarded to each Competitor who takes a race start

1.6.2 The total points from all qualifying races run, less one lowest score, will determine the final championship points and position of a registered driver.

1.6.3 Ties shall be resolved using the formula in (W)1.3.4. in the current Motorsport UK Yearbook.

1.6.4. Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.

1.6.5. Competitors not registered for the Championship may be permitted on an individual round basis and will:

- be deemed "Guest Competitors"
- not score points and for the purpose of points scoring will be ignored
- not qualify for Event awards
- comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.

1.7 AWARDS:

1.7.1 All awards are to be provided by the Championship

1.7.2 Per Event: An award for 1st, 2nd and 3rd overall. An award will also be made to the best novice.

1.7.3 Championship: To accrue Championship points or any form of recognition towards an award or title any organisation, team, company, sponsor or person must be in possession of a valid Entrants licence.

The following Championship awards are presented annually:

Overall Winner	Bourne Contract Support Services Ltd Trophy	Held one year
2 nd Overall	The MG Enthusiast Magazine Trophy	Held one year
3 rd Overall	Rover Sport / BRDC Trophy	Held one year
4 th Overall	Unipart Plate	Held one year
5 th Overall	5 th Overall Trophy	Held one year
6 th Overall	6 th Overall Trophy	Held one year
Best Performance in a Rover K Series	The Drayton Manor Park Trophy	Held one year
Best Performance in a Rover A Series	The MGCC FWD Register Trophy	Held one year
Highest Novice	Avonbar Plate	Held one year

A novice driver eligible for the Avonbar Plate is a driver defined as a novice (on the date of their first race of a season) under Motorsport UK regulation H 25.2.1 (b). The driver will accrue points (contributing to this award) for every race during a single championship year

Hardest Trier / Last Result	Gowood Motors Broken Piston Award	Held one year
Spirit of the Championship	CW Hall Memorial Trophy	Held one year
Driver's Driver Award	The Peter Foster Trophy	Held one year
Best Presented Car		Held one year
Best Team	Hooton Road Service Station Trophy	Held one year
Highest Number of Fastest Laps	Mike Garton / NGK Trophy	Held one year

1.7.4 Presentations: Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony

1.7.5 Entertainment Tax Liability.

In accordance with current government legislation, the Championship is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the Championship is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488. Fax: 0151 472 6483.

1.7.6 Title to all Trophies:

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.

2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 QUALIFICATION PRACTICE:

2.3.1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2. Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (General Regulations Q12.4).

2.3.3. If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session. Where deemed necessary, the Clerk of the Course may at his sole discretion allow a car to re-join the session but any future laps it completes in that session will not be timed or will be disallowed.

2.3.4. Grids shall be formed in accordance with Article 3.3 of these regulations.

2.4. **RACES:**

2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q12.16) (1.6.4. above applies)

2.4.2 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.

2.5 **STARTS:**

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The start will be via Standing start

The minimum Countdown procedures/audible warnings sequence shall be:-

- I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
- III. A five second board will be used to indicate that the grid is complete.
- IV. The red lights will be switched on five seconds after the board is withdrawn.

2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the start line or pitlane exit, whichever is the later to take the start from the grid.

2.5.4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per General Regulation Q12.11.2. In addition any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.6. **SESSION RED FLAG**

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start line and RED FLAGS will be displayed at the Start line and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

Cars should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.7. **PITS, PADDOCK & PITLANE SAFETY:**

- 2.7.1. Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
- 2.7.3. Refuelling: May only be carried out in accordance with the General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.4. Speed Limit: Pit Lane Speed Limit will be advised in final instructions.

2.8. **RACE FINISHES:**

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.9. **RESULTS:**

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (General Regulation (D) 26.3.)

2.10. **TIMING MODULES:**

All cars must be fitted with transponders complying with the requirements of the race organising club.

2.11. **QUALIFICATION RACES:***

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

2.12. **OPERATION OF SAFETY CAR:***

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.13. **ONBOARD CAMERAS**

2.14. Any on-board camera must be fixed in place prior to the vehicle being scrutineered.

3. **SPECIFIC CHAMPIONSHIP REGULATIONS**

3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which

can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.2 Re-Scrutiny

All vehicles reported involved in contact incidents during races or qualifying must be re-presented to the Scrutineers before continuing in the race or qualifying session.

3.3 Grid Positions

Meetings at which the championship has two races, grid positions are determined as follows. The first race grid positions are determined by the competitor's qualification times, fastest taking pole.

The second race grid positions are determined by the competitors finishing position of the first race. The drivers who were classified as non-finishers of race 1 or were disqualified from race1 will be assigned grid positions immediately following the last driver to qualify as a finisher of race 1. The order of their grid position will be determined by the ascending order of their grid position of the first race.

4. **SPECIFIC CHAMPIONSHIP PENALTIES:**

In accordance with Section C of the current Motorsport UK Yearbook.

4.1. Infringements of Technical Regulations:

4.1.1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of General Regulation: C3.3.

4.1.2. Arising from post-race Scrutineering or Judicial Action: Minimum Penalty: The provisions of General Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.2. Additional specific championship penalties:

Any Competitor who, in the opinion of the Championship Stewards, is guilty of conduct which is contrary to the interests of the Championship and/or Sponsor or which is likely to bring the Championship and/or Sponsor into disrepute, may be barred from competing in one or more rounds of the Championship and/or may have up to ten points deducted from their points total. This rule will apply to conduct both on and off the circuit and will cover Competitors actions when dealing with event organisers, officials and marshals as well as when dealing with fellow Competitors.

INDEX FOR TECHNICAL REGULATIONS

- 5.0 MG METRO CUP – TECHNICAL REGULATIONS
 - 5.1 INTRODUCTION
 - 5.2 GENERAL DESCRIPTION
 - 5.3 TECHNICAL REGULATIONS ALL VARIANTS
 - 5.3.1 SAFETY REQUIREMENTS
 - 5.3.2 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS
 - 5.3.3 SUB FRAMES
 - 5.3.4 BODYWORK – GENERAL
 - 5.3.5 BODY SHELL & BODY PANELS
 - 5.3.6 ENGINE LOCATION
 - 5.3.7 OIL / WATER COOLING
 - 5.3.8 INDUCTION SYSTEMS
 - 5.3.9 EXHAUST SYSTEMS
 - 5.3.10 IGNITION SYSTEMS
 - 5.3.11 FUEL, FUEL TANKS & FUEL DELEIVERY SYSTEMS
 - 5.3.12 SUSPENSION
 - 5.3.13 TRANSMISSIONS
 - 5.3.14 EXTERIOR LIGHTING
 - 5.3.15 BATTERIES
 - 5.3.16 GENERATORS
 - 5.3.17 BRAKES
 - 5.3.18 WHEELBASE / TRACK / STEERING
 - 5.3.19 TYRES
 - 5.3.20 VEHICLE WEIGHT
 - 5.3.21 COMPETITION NUMBERS & CHAMPIONSHIP DECALS
 - 5.3.22 SEALING OF ENGINES / GEARBOXES

5.4 ADDITIONAL REGULATIONS - MG METRO TURBO AND MG METRO 1380 ONLY

5.4.1 BODY WORK

5.4.2 ENGINE

5.4.3 GEARBOX AND LINKAGE

5.4.4 BRAKES

5.4.5 WHEELS

5.5 ADDITIONAL REGULATIONS APPLYING TO MG METRO TURBO ONLY

5.5.1 ENGINE

5.5.2 INDUCTION SYSTEM

5.5.3 TURBOCHARGER

5.5.4 SUSPENSION

5.6 ADDITIONAL REGULATIONS APPLYING TO MG METRO 1380CC ONLY

5.6.1 ENGINE

5.6.2 PROHIBITED MODIFICATIONS

5.7 ADDITIONAL REGULATIONS APPLYING TO ROVER METRO/100 ONLY

5.7.1 ENGINE

5.7.2 PERMITTED MODIFICATIONS

5.7.3 PROHIBITED MODIFICATIONS

5.7.4 WATER COOLING

5.7.5 INDUCTION SYSTEMS

5.7.6 SUSPENSION

5.7.7 TRANSMISSIONS

5.7.8 GEAR BOX & DIFFERENTIAL RATIOS

5.7.9 BRAKES

5.7.10 WHEELS

5.8 ADDITIONAL REGULATIONS APPLYING TO HYBRID METRO VARIANT

APPLICABLE TECHNICAL REGULATIONS SECTIONS PER METRO VARIANT

MG METRO TURBO	5.1	5.2	5.3	5.4	5.5
MG METRO 1380	5.1	5.2	5.3	5.4	5.6
ROVER METRO/100	5.1	5.2	5.3	5.7	
<u>HYBRID VARIANT</u>	<u>5.1</u>	<u>5.2</u>	<u>5.3</u>	<u>5.7</u>	<u>5.8</u>

5.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the MOTORSPORT UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.2 GENERAL DESCRIPTION

The Hickford Construction Ltd. MG Metro Cup Championship is for Competitors participating in three door or five door naturally aspirated MG Metro 1380cc maximum 'A series' engines, three door or five door MG Metro Turbo 'A series' maximum 1293cc engines and three or five door Rover Metro/100 using the 1400cc – 'K series' engine. Naturally aspirated MG Metro's shall be referred to as 'MG Metro 1380', the turbo cars as 'MG Metro Turbo'. The Rover Metro/100 will be referred to as such

Cars other than the above may be invited to enter races at the committee's discretion. Entrants running under invite will not be eligible for points or awards. These entrants will be considered as 'Guest Drivers' in accordance with regulation 1.6.5

5.3 TECHNICAL REGULATIONS – ALL VARIANTS**5.3.1 SAFETY REQUIREMENTS:**

The following Articles of MOTORSPORT UK Blue Book, Section K – "Common Regulation for Competitors: Safety" will apply:

A Roll Cage complying with MOTORSPORT UK Regulation Q13.10.1 is mandatory.

Driver protection by fire resistant padding to all areas of the Roll Cage near the driver is mandatory. Additional drilling of the Roll Cage is prohibited.

Safety belts complying with MOTORSPORT UK Regulation K2.1.2 Four Point attachment is the minimum requirement - See MOTORSPORT UK Regulation Q13.10.2

The standard production driver's seat must be removed. It is recommended that all new seats are FIA homologated

A high intensity rear light must be fitted, preferably at high level, see MOTORSPORT UK Regulation K5.

The fitting of an externally operated Circuit Breaker to MOTORSPORT UK Regulation K8 is mandatory. Front and rear Towing Eyes are mandatory and must comply with MOTORSPORT UK Regulation Q13.1.3

An approved Fire Extinguisher in accordance with MOTORSPORT UK Regulation K.3.1 is mandatory. Plumbed in for discharge into both cockpit and engine compartment and be activated from inside and outside the car – Also see MOTORSPORT UK Regulation K3.1

5.3.2 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

All vehicles must remain to the relevant standard production specifications in all respects, except where stated in the following Technical Regulations, and must comply with the MOTORSPORT UK Technical Regulations. Only modifications which are explicitly defined in these regulations are allowed. Any other modification is prohibited and will render the vehicle in breach of these regulations and may be ineligible to race, at the discretion of the championship scrutineer.

Modifications to standard production components, or other authorised parts, are prohibited unless stated otherwise within this document.

Nuts, bolts, studs, washers and locking devices are free. Reducing the dimensions and/or grade of safety critical fasteners is not permitted.

Cars do not require an MOT Certificate or Road Tax.

The use of trailers is permitted.

Dry sump lubrication is prohibited.

ADVISORY - Drivers are advised to contact the championship committee and eligibility scrutineer to check any modification which they are unsure about.

5.3.3 SUB FRAMES

Any standard production sub-frame manufactured for the vehicle, or identical pattern part are permitted. [Hybrid Variants must use the front sub-frame specified in 5.8.3.](#)

Sub frames may be subjected to additional welding and strengthening but must always retain standard suspension pick-up points and dimensions.

Mounting points of sub frames to the body shell must remain in the standard production positions.

Front sub frame mounting bushes are unrestricted.

The rubber inserts of the rear sub frame mounts may be replaced with other material, or the mounts reinforced to reduce flexing.

The rear Hydragas restraining straps may be removed and the rear sub frame bolted directly to the body shell.

5.3.4 BODYWORK – GENERAL

All switches fuses and wiring may be removed or replaced.

Rear screen wiper mechanism and associated parts/fittings may be removed.

Front windscreen wiper mechanism may be modified and/or relocated.

The windscreen washer system may be modified or removed.

Laminated screens are mandatory.

Heated windscreens are permitted.

An effective screen demist system must be installed, replacing the standard demist system.

Any Central Locking System or manual door locking system must be rendered inoperable or removed.

The steering lock must be removed unless the vehicle is road legal.

Seam welding of body shells is permitted.

It is permissible to weld the two rear passenger doors shut on 5 door metros.

The front passenger seat and rear seats may be removed.

The addition of plates to the throttle, brake and clutch pedals is allowed.

All carpeting, sound deadening material/padding, and roof lining may be removed.

Door trim panels, rear side trim panels and the spare wheel cover may be removed. If the production door card, adjacent to the driver, is removed it must be fitted with a metal replacement door card.

Instrumentation is free but the standard production dashboard binnacle must remain

Glass sunroofs are not allowed. The glass must be removed and replaced by a securely fitted metal panel.

Under body protection or fairing is prohibited.

The spare wheel well must remain intact. The Spare wheel must be removed.

The internal heater Matrix and controls may be removed. The heater plenum in the engine bay may also be removed and the resulting aperture in the bulkhead must be sealed with a metal plate to maintain bulkhead integrity. See MOTORSPORT UK Regulation J5.2.2.

Simple rev limiters and shift lights are permitted.

5.3.5 BODYWORK – BODY SHELL & BODY PANELS

It is permitted to remove decorative strips and mud flaps, and front/rear plastic bumper armatures.

~~Bonnets must be of the original design for the mark.~~

~~Bonnets may not be modified externally other than the addition of externally operated fasteners.~~

Any marque of Metro production or pattern, bolt on, body panel may be used as an alternative to the

original panel. Panels may not be modified other than as allowed within these regulations.

The underside stiffening ribs of bonnets may be removed.

Bonnet air vent/scoops may not be modified. Air scoops/vents must remain in the original position.

The original bonnet locking device must be removed and two externally operated fasteners are compulsory at the front of the bonnet. Bonnet hinges may be disconnected or removed providing a further two fasteners are fitted towards the rear edge of the bonnet.

The rear of the bonnet may be raised to a maximum of 25mm above its standard production position, and the slam panel modified.

Two externally operated fasteners are compulsory on the tailgate. The original locking device must be removed.

Two exterior mirrors are mandatory and must be fitted in the original position.

Removal of front wheel arch lip to aid clearance of the tyres is permitted. The rear wheel arch lip may be deformed to aid tyre clearance.

Polycarbonate side and rear windows are allowed, and window mechanisms may be removed.

The rear wheel arches may be modified in order to fit rear shock absorber turrets. A turret cross brace may also be fitted.

The body shell, bolted panels and hinged panels must remain in the original production material and may not be modified other than permitted modifications within these regulations.

~~The standard production silhouette (all views), other than the ride height and rear edge of the bonnet, must be maintained.~~

The vehicle silhouette (all views) must respect the fitted panels, other than the ride height and rear edge of the bonnet.

5.3.6 ENGINE LOCATION

The unit must remain in its original position and inclination except where stated otherwise.

Engine mountings may be stiffened & strengthened.

5.3.7 OIL / WATER COOLING

An oil cooling radiator may be fitted.

Oil and coolant radiators may be of any type and manufacturer but must be located in the engine bay.

Oil and coolant pipes/hoses may be of any type.

Thermostats may be of any type or manufacturer and may be relocated, removed or replaced by a flow restrictor.

Coolant radiator electric fan may be of any type or manufacturer, operation is free.

Coolant additives are permitted.

5.3.8 INDUCTION SYSTEMS

An air filter element must be fitted.

Air filter bodies, ducting, intake scoops and filter elements may be of any type or manufacturer.

5.3.9 EXHAUST SYSTEMS

The exhaust manifold and the remainder of the exhaust system may be of any type or manufacturer.

The exhaust tailpipe should exit at the normal position, or alternatively exit through or below the body left hand sill not more than 650mm forward of the rear wheel centre.

Exhaust manifolds and down pipes may be heat lagged.

Heat shields are free.

Silencing is mandatory for all cars in accordance with MOTORSPORT UK Regulation J5.17. At all times circuit noise restrictions MUST be respected.

5.3.10 IGNITION SYSTEMS

Any ignition system may be used

Engine management systems (ECU's) and maps are free. ECU configurations/ programming shall be limited to a single map and single ECU. Switchable ECU mapping, or switchable ECUs is prohibited.

Ignition coils, spark plugs and HT leads may be of any type or manufacturer.

Ignition components may be relocated.

5.3.11 FUEL, FUEL TANKS & FUEL DELIVERY SYSTEMS

Standard pump fuel Motor Gasoline, 100 RON maximum, (Complying with the MOTORSPORT UK Yearbook, Section B, Appendix 1- Tables) only is allowed.

Octane Boosters of any form are forbidden for Rover/100 cars.

MG Metro Turbo and MG Metro 1380 cars are permitted to use Millers CVL fuel lead additive to the manufacturer's specified ratio.

Fuel pumps, filters and pressure regulators may be of any type or manufacturer.

Unless continuous metal lines are fitted, braided hose with screw connections are mandatory.

Fuel lines may be routed through the passenger compartment subject to MOTORSPORT UK J5.13 and must be adequately protected and clipped within the driver's compartment.

Relocation of the fuel tank is allowed. Fuel tanks may be re-located within the wheel well. The wheel well must be sealed with a metal plate to form a horizontal firewall bulkhead above the tank.

Any type of fuel tank may be used, including foam filled or alloy.

Anti-surge petrol tank pick-up pipes and baffles are permitted.

Where fitted, the fuel tank breather pipe in the offside inner wing area must be replaced with a continuous length of metal pipe throughout the passenger compartment and must exist centrally between the rear wheels or behind the rear wheels. The connection to the breather neck must be via a metal braided hose.

The correct filler cap must be fitted if the standard production filler neck is retained.

To prevent spillage, modification of the standard production fuel tank filler neck is permitted.

5.3.12 SUSPENSION

Ground Clearance shall be a minimum of 40mm (with the driver on board) including the exhaust, in accordance with MOTORSPORT UK Regulation J5.20.11.

Must retain its original standard production components, except where stated otherwise.

A maximum of two rear anti-roll bars are permitted, these may be of any type and manufacturer.

Mountings may be of any material/dimension and spherical rod ends are permitted.

Rear adjustable anti-roll bars may not be adjusted from within the cockpit.

The front anti-roll bar must be a single unit.

Hydragas units may be of any compatible Rover production unit or pattern units.

The Hydragas unit interconnecting pipes may be disconnected and removed. Individual remote pipes and valves may be fitted.

Bump stops may be of any type or manufacturer but must be made of a resilient/flexible material. Bump stop reaction surfaces may be modified.

Suspension droop travel may be adjusted to reduce wheel droop by modifications to the rebound buffers.

Suspension bushes are unrestricted.

Front shock absorbers may be of any type or manufacturer and must be fitted in their original position.
Rear shock absorbers are allowed.

The mounting points of the rear suspension arm to the sub frame may be modified to allow for camber and tracking adjustment.

Coil over shock absorbers or shock absorbers with remote reservoirs are not permitted.

Uprated rear hubs are permitted.

Modifications to the front hubs or front suspension ball joints are not permitted, except where stated otherwise.

5.3.13 TRANSMISSIONS

Quick shift gear changes are permitted

5.3.14 EXTERIOR LIGHTING

Headlights must be adequately protected against breakage (MOTORSPORT UK Regulation Q13.10.4) ideally with clear vinyl and must be in place and operational.

Stop/tail lights must be operational and visible at all times.

Rear fog lights may be removed and replaced with a single light complying with Safety Requirements K 5.1.

5.3.15 BATTERIES

The battery to earth lead must be clearly identified with yellow tape in accordance with MOTORSPORT UK Regulation J5.14.5.

The battery may be re-located in the front passenger seat area and securely mounted.

Wet batteries must be housed in a sealed container.

5.3.16 GENERATORS

An alternator shall be fitted and be fully operational at all times.

The alternator pulley is free.

The crankshaft pulley material is free, the diameter must remain as standard.

5.3.17 BRAKES

The hand brake must be in efficient working order on both rear wheels at all times.

Brake pads/shoes must retain standard shape but friction material is free.

Rear brake drums may be any MG Metro or Rover Metro/100 production component.

Front dust shields may be modified or removed to aid cooling.

Braided brake lines may be fitted.

Modification to the brake master cylinder reservoir(s) to prevent fluid surge is permitted.

Master cylinders are unrestricted but must be a dual circuit type operated by the same pedal.

The Servo, if fitted, may be of any type or manufacturer and may operate the front circuit only.

It is permitted to route brake lines through the vehicle.

It is permitted to fit internally mounted rear brake pressure limiters/bias controls and to route brake lines through the vehicle.

Any rear brake pressure limiters/bias controls must always retain some braking effort to the rear wheels, see Motorsport UK Q13.4

Rear brake pressure limiters/bias controls must either be locked, totally out of reach of the driver or covered during racing.

Cross drilled and/or grooved discs are not permitted.

Aluminium rear brake drums are not permitted.

5.3.18 WHEELBASE / TRACK / STEERING

The wheelbase and track is to remain standard, subject to allowed modifications.

The maximum negative camber allowed on front wheels is 3 degrees.

Front castor, rear camber and front/rear tracking settings are free.

The steering wheel may be of any type or manufacturer but must conform to MOTORSPORT UK Regulation J5.7.

The steering column may be lowered providing a universal coupling is used between the column and rack.

A quick rack is permitted.

Wheel spacers are not permitted.

5.3.19 TYRES

The control tyre of the championship, which must be used, is Yokohama AO48 pattern, Medium Compound, 160/510R13.

The use of tyre heating / heat retention devices, tyre treatments and softening compounds is prohibited

5.3.20 VEHICLE WEIGHT

The minimum weights specified below are to be maintained at all times:

For MG Metro turbo; MG Metro 1380; and Rover Metro / 100 cars utilising the R65 gearbox; the minimum weight including driver, their personal safety equipment and any ballast is 825kg.

The minimum car weight for Rover Metro / 100 cars utilising the PG1 gearbox, including driver, their personal safety equipment and any ballast is 835kg.

It is permitted to achieve the specified minimum weight of car plus driver by means of ballasts which must not exceed 20Kg and can only be located in the passenger seat area. (The ballast weight will be reviewed annually).

Any ballast must be a maximum of two blocks, which must each be secured by four bolts of at least 8 mm diameter with secured plates of at least 400 sq. mm surface area beneath the body shell. The bolt above the nut must be drilled for sealing by the scrutineer with wire and seals.

The weight established by the weighing device used by the Technical Commissioner/scrutineer for an event is definitive.

5.3.21 COMPETITION NUMBERS & CHAMPIONSHIP DECALS

Competing cars must carry numbers on both sides and front of the vehicle. The numbers shall be positioned on the front windscreen and rear side windows as per MOTORSPORT UK regulation Q11.4 and in accordance with the relevant parts of MOTORSPORT UK Regulation J4.1.

Championship specific decals must be displayed as advised by the committee prior to the commencement of the season.

Championship decals and BRSCC decals will be provided by the organisers.

Competitors will provide their own competition numbers.

Competitors failing to display Championship specified decals, as specified, will not be eligible for points in the Championship.

5.3.22 SEALING OF ENGINES / GEARBOXES

The engines/gearboxes of all cars achieving a top 3 finish at any round may be sealed in Parc Fermé at the Eligibility Scrutineers discretion.

At the end of the season seals must remain in place until “released” by the championship scrutineer as not being required for inspection. (This may take some weeks to release). The scrutineer will nominate which engines/gearboxes they wish to inspect.

The eligibility scrutineer may inspect any engine or component during the course of the season. Any seals “broken” for eligibility checks will be replaced.

All engines, turbos and Rover Metro/100 gearboxes must be fitted with the drilled sealing bolts and studs specified and provided by the Championship before the first round.

Any car which requires sealing will have any missing bolts replaced in parc fermé.

Any driver wishing to remove an engine and or gearbox seal prior to the end of season eligibility checks, for any reason, must apply to the Eligibility Scrutineer before doing so. At their discretion, the scrutineer may wish to be present at the removal of the seal and may inspect any accessible component they wish.

5.4 ADDITIONAL REGULATIONS – MG METRO TURBO & MG METRO 1380 ONLY

5.4.1 BODYWORK

Later specification plastic bumpers may be fitted.

Reworking of the bodywork is permitted as follows:

The headlamp mounting panel may be modified to allow lowering of the headlights. The resulting space above the headlights may be used for the fitting of air scoops, or to improve airflow into the engine bay.

It is permitted to modify the underside of the grill slats. The modifications must not be visible from outside with the bonnet closed.

The front MG badge must be retained.

To aid cooling the vertical bars in the front bumper “mouth”, and corresponding bodywork vertical bars may be removed. The horizontal lower face, only, of the front bumper may be removed, for the width of the radiators.

Only MG Metro Turbo standard production front spoilers and/or body kits are permitted.

5.4.2 ENGINE

It is permitted to move the engine unit upward by up to 25mm in relation to the sub frame.

Multiple engine steadies are permitted.

This must be the standard A+ series production unit to the original manufacturer’s specification, with the following permitted / prohibited modifications:

It is permitted to lighten and/or balance the connecting rods.

It is permitted to machine a groove 1mm wide and 0.5mm deep on both sides of the con-rod big end, above the top bearing, and/or modify the main oil gallery to allow a jet of oil to be sprayed into the piston crown to aid cooling.

Crankshaft STR 931 or standard production tufrided (STR 0040) are permitted. After market drop forged crankshafts are permitted.

The crankshaft may be lightened and or wedged. Maximum crankshaft stroke 81.30mm.

The crankshaft and connecting rods can be chemically treated or heat treated.

Pushrods must be standard production material, composite materials are not permitted.

Pistons may be of any type and manufacturer except where stated otherwise. Fully floating gudgeon

pins and bushed connecting rod ends are permitted.

It is permitted to use a duplex timing chain and sprockets (including Vernier types) for the camshaft drive. Other similar chain based drives are also permitted. Offset camshaft keys are permitted.

It is permitted to regrind, cross drill and heat-treat the crankshaft.

It is permitted to balance all engine parts, including flywheel and clutch assemblies.

Crankshaft and camshaft bearings may be any material or manufacturer.

A Centre Main Bearing Strap or four-bolt centre main cap is permitted.

Cam followers may be changed to other material and manufacturer.

Valve guides must be fitted in the standard plane and position except where stated otherwise, material may be of any type or manufacturer.

Flexible ducting for carburettor body cooling is permitted, limited to a single duct of maximum diameter 100mm (or equivalent area).

Rockers are free. If using pressed steel rockers welding along the top surface to minimise flexing is allowed.

NOTE: USING STANDARD PRODUCTION PRESSED STEEL ROCKERS MAY PUT VALVE LIFTS ABOVE THE MAXIMUM LIMIT – THOROUGHLY CHECK.

A heavy-duty rocker shaft is permitted.

It is permitted to machine the cylinder head, block faces and piston crowns to achieve the required compression ratio.

Two additional head/block studs and nuts are permitted.

Hard exhaust valve seats may be fitted.

Valve springs and caps are unrestricted.

Oil pumps and filters may be of any type and manufacturer. Oil pressure may be adjustable.

A lightened steel flywheel and an uprated clutch assembly are permitted. It is prohibited to lighten the standard production cast iron flywheel and/or pressure plate.

Driving pulleys, crank damper pulley and belts external to the engine are unrestricted.

Engine breathing systems may be modified and a suitable catch tank fitted. Systems must comply with the requirements of MOTORSPORT UK Regulations Q13.7.3

Gasket types are unrestricted.

Electric Water pumps are permitted.

5.4.3 GEARBOX AND LINKAGE

Transmission bearings and bushes may be of any type or manufacturer.

A modified and relocated oil pick-up is permitted including a magnet.

The speedometer drive may be disconnected and removed.

It is permitted to modify the shape of the gear lever.

The gearbox lever assembly / linkage may be located within the cockpit, however, the floor/bulkhead must always be a closed firewall.

A twin cross pin differential may be fitted.

A limited slip differential is permitted. It is permitted to machine the gearbox casing in order to fit a limited slip differential.

The clutch housing cover may be drilled for cooling purposes.

Uprated drive shafts are permitted.

5 or 6 speed gearboxes are prohibited.

Gearbox ratios for 1st, 2nd and 3rd are free, 4th to be 1:1. Any drop gear ratio between 1:1 and 1.09:1 is permitted. Close ratio straight cut gears are permitted. Synchromesh cones are unrestricted. Dog engagement gears are permitted.

Final drive ratio is free.

5.4.4 BRAKES

Ventilated standard production MG Metro Turbo brake disc/calliper are mandatory.

Front brake ducting is not permitted unless the MG Metro Turbo front spoiler is fitted.

5.4.5 WHEELS

Any standard production MG Metro alloy wheel is permitted. Alternatively road wheels Ronal/Mono FQ are permitted.

5.5 ADDITIONAL REGULATIONS APPLYING TO THE MG METRO TURBO ONLY

5.5.1 ENGINE

It is permitted to modify the cylinder head combustion chamber, inlet and exhaust ports but standard inlet manifold locating rings (nominal outer diameter 34mm) must be retained.

The maximum permitted compression ratio is 8.65:1.

Modifications to the cylinder head and block to regulate coolant flow are permitted.

The maximum permissible piston diameter is standard production plus 0.20”.

Camshafts having the same profile and lift may be fitted as alternatives to the specified Rover camshafts (CAM 6648). Scatter cams are prohibited.

Maximum valve lift is 10.92mm (0.430”) with a valve clearance of 0.4mm (0.016”).

Inlet and exhaust valves with the maximum following diameters:

35.58mm Inlet

29.45mm Exhaust

5.5.2 INDUCTION SYSTEMS

Standard production SU carburettors must be retained and must not be modified, except where stated otherwise. Needles and settings are free.

The inlet manifold may be of any type or manufacturer.

When using the standard inlet manifold an independent manifold cooling system utilising the standard waterway, a small radiator, pump and header tank is permitted. The waterway connection may be threaded to a maximum depth of 25mm – No further modifications to the waterway are permitted. The radiator may be used to provide a windscreen demist system.

It is permitted to fit a heat shield.

A fuel cooler (air radiator only) may be fitted.

Fuel injection is prohibited.

5.5.3 TURBOCHARGER.

Only the standard production MG Metro Turbo turbocharger unit or STR 985 are permitted.

The actuator setting is 8.0 psi for 0.015” (0.38mm) of actuator rod movement (you will need to source an actuator that does not restrict full stroke).

The only modifications permitted are:

- 1) The dump valve may be removed and blanked off.
- 2) Removal of the boost modulator ECU.
- 3) The plenum chamber must be fitted with an additional nozzle (minimum bore 2mm). The actuator must be controlled by a hose directly connected to this additional nozzle.
- 4) A boost gauge may be fitted. It may only be plumbed into the plenum to fuel pressure regulator hose.

The only permitted modifications to the standard production SU carburettor are:

- 1) Drill body and counter bore the float chamber for external balance pipe fitting.
- 2) Piston springs are free.
- 3) Enlarged needle valves in the float chamber to assist fuel flow.
- 4) A spacer may be fitted to increase the float chamber capacity.

5.5.4 SUSPENSION

Only standard production front bottom arms are permitted.

Bushes may be replaced by spherical bearings and the arm machined to fit the bearing.

Subject to approval by the Eligibility Scrutineer the arms may be modified to be adjustable.

Any standard production MG Metro front anti-roll bar is permitted.

5.6 ADDITIONAL REGULATIONS APPLYING TO THE MG METRO 1380 ONLY

5.6.1 ENGINE

It is permitted to modify the cylinder head combustion chambers, inlet and exhaust ports. The compression ratio is unrestricted.

The maximum capacity is 1380cc.

A Rover STR930 or Kent STR930 camshaft is mandatory.

Offsetting of valve guides is permitted.

Valves may be of any type or manufacturer.

It is permitted to lighten and/or balance the connecting rods.

Modifications to the cylinder head and block to regulate coolant flow are permitted.

Carburettor air boxes are permitted.

Standard warm-up features may be immobilised or discarded.

Modification of the front bulkhead to give clearance for the carburettor and air filter are allowed, but the front bulkhead (firewall) must be intact, see MOTORSPORT UK Regulation J5.2.2.

Carburettors are free.

5.6.2 PROHIBITED MODIFICATIONS

Further block and cylinder head modifications to those specified above.

Modifications to specified camshafts.

Fitting of eight port cylinder heads.

Belt driven camshaft drives.

Scatter pattern camshafts.

The lightening of any internal engine moving part, except for balancing purposes, or where stated otherwise.

5.7 ADDITIONAL REGULATIONS APPLYING TO ROVER METRO/100 ONLY

5.7.1 ENGINE

A maximum of four 50mm diameter holes may be cut in the number plate section of the front bumper directly in front of the radiator.

Any standard production Rover Metro or Rover 100 body kit is permitted.

This must be the standard production K series unit, to the original manufacturer's specification, with the following permitted/prohibited modifications:

5.7.2 PERMITTED MODIFICATIONS

All engines must retain the standard production cylinder block, cylinder head, crankshaft, camshaft, con rods, pistons, valves, valve springs and all other standard production parts for the relevant engine capacity, except where stated otherwise.

Gaskets, oil pump, oil filter and drive belts may be from any manufacturer.

The only permitted engine is the 1.4 K-series (1397cc), i.e. bore 75.00mm and stroke 79.00mm.

Maximum compression ratio is 11.0:1. Cylinder head may be skimmed to achieve the specified compression ratio.

Note – the maximum compression ratio, stated above, applies to all cylinders.

Cylinder Head may be either the standard production 1400cc K series 16V High Port or 16V Low Port unit – no material may be removed from the ports or combustion chamber.

Standard valve sizes and material must remain with maximum permitted sizes of inlet 27.8mm, exhaust 24.2mm (these can be from any manufacturer).

It is permitted to use aftermarket valve spring caps

High Port Cylinder Head maximum manifold port sizes - Inlet 35mm, exhaust 34mm | (Nominal 34.3/33.3mm).

Low Port Cylinder Head inlet/exhaust port sizes must remain standard (Nominal manifold inlet port size 32mm).

Any Rover K series 1400cc 16V production camshaft may be used.

The standard part numbers are LGC10201 (Metro GTI) and LGC106970 (MG ZR), with a maximum lift of 8.9mm and maximum 248 degree duration. A tolerance of +2 degrees being acceptable for the cam duration.

The camshaft may be measured in situ, or removed from the engine for measurements to be taken at the scrutineer's discretion.

No cam without a cast in part number is to be used.

Hydraulic cam followers must be retained but can be of any production K series type.

The 1400cc 16V MPi K series Damp Liner engine is also permitted.

Vernier cam pulleys or alternative cam pulley adjustments are permitted.

It is permitted to use screws to retain the rear crankshaft oil seal.

Rods and pistons may not be modified by the addition or removal of material except as follows:-

Rods and Pistons may only be modified for the purposes of balancing; this may only be carried out by removal of material on up to 3 sets (pistons and rods), with the lightest set remaining unmodified.

It is not permitted to modify the piston crowns by any means. The piston crown must display any production machining marks and any lettering and/or numbering placed there by the manufacturer. OEM cast pistons are permitted. Forged pistons are not allowed.

5.7.3 PROHIBITED MODIFICATIONS

Solid valve lifters are not permitted.

Regrinding of cams to change the lobe profiles is not allowed.

VVC and VHPD cylinder heads are NOT permitted (Inlet port nominal 36mm & valves inlet 31mm/exhaust 27mm).

5.7.4 WATER COOLING

Electric water pumps are not permitted.

5.7.5 INDUCTION SYSTEMS

Intake system must be standard production, except where stated otherwise.

Standard warm-up features may be immobilised or discarded.

An air filter element must be fitted and may be of any type or manufacturer.

The inlet manifold may be either the original alloy 1400cc standard production manifold with the 55mm throttle body OR the later plastic 1400cc standard production manifold with the standard production plastic or alloy 48mm throttle body.

The alloy 52mm Trophy throttle body and/or the VVC inlet manifold are not permitted.

The induction system up to the throttle body may be of any type or manufacturer and may include an air box

5.7.6 SUSPENSION

Only standard production front upper arms and GTa / GTi lower wishbones are permitted.

Alternatively the following may be used:

Upper arms part numbers MGF 440S (RH) & MGF 407S (LH)

and/or

Lower wishbones part numbers MGF 403S (RH) & MGF 434S (LH)

and/or

Lower front suspension ball joints MGF 449S (RH) & MGF 448S (LH).

MGF type front ball joints are permitted

It is not permitted to machine the lower wishbone other than as follows:

The mounting holes in the lower wishbone, for the lower ball joints, may be machined to adjust castor and camber. The lower wishbone should be reinforced at the ball joint mounting points.

It is not permitted to machine the ball joint mounting holes due to safety concerns

Any standard production front anti-roll bar is permitted.

5.7.7 TRANSMISSIONS

This must be to the manufacturer's standard production specifications.

The clutch and flywheel may be from any production Rover K series vehicle.

For cars with the R65 gearbox: Minimal modifications to the flywheel to fit an alternative clutch unit are permitted. Minimum R65 flywheel weight 6 kg.

For cars with the PG1 gearbox: The flywheel and clutch must be those supplied by Rover for a production vehicle using the PG1 gearbox. The flywheel may not be lightened other than minimal drilling for balancing purposes.

Non-standard gearboxes are prohibited.

Straight cut or close ratio gears are not allowed.

Limited slip differentials, locked or Power Locked differentials are not permitted.

Rover Metro/100 6 speed gearboxes are prohibited.

5.7.8 GEARBOX & DIFFERENTIAL RATIOS

The gearbox can be any production R65 Rover unit with ratios:

4 speed 1st 3.417/ 2nd 1.80/3rd 1.138/4th 0.810 with final drive 4.063:1 [65/16 teeth]

or

5 speed 1st 3.417/ 2nd 1.947/ 3rd 1.333/ 4th 1.054/ 5th 0.854 with final drives 3.556 [64/18 teeth] (GTa 8v) or 3.765 [64/17 teeth] (GTa/GTi 16v).

The 5 speed gearbox may be the standard production Rover Metro/100 R65 unit (bonded crown-wheel) or a later R65U unit (bolted crown-wheel).

The alternative PG1 (code C6) gearbox may be used. The gear linkage is free. The gearbox mounting(s) may be modified to facilitate installation.

Only the following gear ratios and final drive ratio are allowed:

Gear ratios: 1st – 3.167, 2nd – 1.842, 3rd – 1.308, 4th – 1.033, 5th – 0.765. Final Drive ratio - 3.938

Note: The following websites may be helpful in understanding the variability of the PG1 gearbox and show the potential to make mistakes when purchasing or building a gearbox:

http://wiki.seloc.org/a/Rover_PG1_gearbox

http://mgf.ultimatemg.com/group1/info/Gearbox_numbers/index.htm

As can be seen (from the websites) the gearbox label can be very helpful, however the label data is no guarantee of the gear set used. Please remember that LSD's are not permitted.

Note: The use of the PG1 gearbox is subject to an increase to the minimum vehicle weight. See regulation 5.3.20

4.2 differential ratios are not permitted.

5.7.9 BRAKES

Any standard production Rover Metro/100 brake disc/calliper is permitted.

5.7.10 WHEELS

Any standard production Rover Metro/100 alloy wheel is permitted up to a maximum size of 5.5" x 13".

5.8 ADDITIONAL REGULATIONS APPLYING TO HYBRID METRO VARIANT

5.8.1 Permissible Hybrid Variant.

It is permitted to convert a Mk1 or Mk2, "A" series chassis, to take a "K" series 1.4L engine, sub frame, drive shafts, hubs, suspension and ancillary Rover 100 components to facilitate the conversion. The engine must comply with the relevant regulations in 5.7.

5.8.2 Structural Integrity

To maintain integrity of the chassis it may only be modified as follows.

The bodywork forward of the engine bay bulkhead, predominantly the inner wings, may be modified or replaced to facilitate the fitment of the 1.4L "K" series engine (see 5.3.6.). There are two allowable solutions to convert a chassis.

- a) Remove the inner wings (or part) and fabricate structural members to replicate the Rover 100 inner wing form, function and strength. The structural member must include a method of secure attachment of the outer wings using the standard fixing points and method.

Or

- b) Replicate the Rover 100 production engine bay in its entirety, including the Rover 100 lower cross member and inner wings

5.8.3 Sub Frame

The standard Rover 100 "K" series sub-frame must be used. The standard Rover 100 sub-frame front mounting brackets must be used. They must be in the standard location and orientation of the production Rover 100 chassis. The sub-frame and mounting brackets may not be modified other than as allowed in 5.3.3.

5.8.4 Design considerations Option "a" - Fabricated Structural Members.

The fabrication and attachment of the replacement structural members is critical to the safety and integrity of the conversion. The two structural members take circa 1/3rd of the static and dynamic vertical front wheel loads. The construction should only be conducted by a competent person using appropriate materials and methods.

The vertical loads generated at the front sub-frame mounts are transferred to the bulkhead through the structural member. The design of the member, and more importantly its attachment to the chassis, is crucial. The design of these structural members must take into account that racing loads are significantly greater than those experienced in normal road use. The structural members are also the most significant part of the vehicle crash structure forward of the bulkhead.

5.8.5 Design/construction considerations - Option “b” Rover 100 replica engine bay.

Employing this option, in principle, replicates the structural integrity and strength of the factory design and manufacture. This will only be true if the attachment of the panels replicates the strength of the factory product. Therefore, construction of the conversion should be conducted by a competent motor body engineer using appropriate welding techniques and skill.

5.8.6 Disclaimer

It is neither the Committee’s nor Scrutineer’s responsibility to confirm a modified chassis is fit for purpose or that a design solution has structural integrity or that the quality of the workmanship employed is to an acceptable standard.

5.8.7 Wheels

The following wheels must be used

- a) Rover 100 wheels as specified in 5.7.10.

Or

- b) “A” series wheels as specified in specified in 5.4.5.

Note - To facilitate the use of these wheels the Rover 100 drive flanges require re-drilling to position new wheel studs suitable for “A” series wheels. No further machining of the drive flange is allowed. Wheels may not be modified.

5.8.8 Other Regulations applicable to Hybrid Variants

Hybrid vehicles are governed by the above regulations in addition to the relevant regulations specified in 5.1., 5.2., 5.3. and 5.7.

6 APPENDICES:

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or Motorsport UK

6.1 RACE ORGANISING CLUBS & CONTACTS:

Chairman	David Javes	davidfjaves48@gmail.com
Coordinator	Emma Cross	coordinator@mgmetrocup.co.uk
Treasurer	Jon Moore	jon@jmecontrols.co.uk
Registrar	Kim Javes	registrar@mgmetrocup.co.uk
Secretary	Steve Williams	steve.lyn75@googlemail.com
British Racing & Sports Car Club		enquiries@brscc.co.uk
Motorsport UK		hello@motorsportuk.org
Hickford Construction Ltd.		hickfordconstruction.com
Facebook		Hickford Construction MG Metro Cup

6.2 COMMERCIAL UNDERTAKINGS:

6.3. TRADE SUPPORT VEHICLE DECALS & OVERALL PATCHES.

6.4. PROMOTIONAL ACTIVITIES.



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair Play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.